

Martell's Brandies

are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
458

The China Mail.

ESTABLISHED 1845.

Joseph
Gillott's
PENS.
Of Highest Quality, & Having Unsurpassed
Durability, are the
CRAMPTON.
The only Award (Chicago 1893)

No. 12,916

號十二月八年四零百九千一英

HONGKONG, SATURDAY, AUGUST 20, 1904.

日十初月七年辰甲

PRICE, \$3.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MADEWEN, FRICKEL & CO.,
3, DUNDRELL STREET,
Hongkong, July 28, 1904.

Wanted.

WANTED.

Purchase a BABY CARRIAGE
at a very low price.

Care of 'CHINA MAIL' Office.
Hongkong, August 19, 1904.

WANTED.

In a Solicitor's Office in Hongkong a
Thoroughly Efficient SHORTHAND
CLERK & TYPEWRITER (this male
(female) Salary to commence with £15
per month. Apply in person to
'LEX',
Care of 'CHINA MAIL' Office,
Hongkong, August 19, 1904.

WANTED.

ASSISTANT MASTER, ST. SEVEN
COLLEGE,
Apply, stating Qualifications, to
Rev. E. J. BARNETT,
August 18, 1904.

WANTED.

SECOND-HAND ENGLISH
BILLIARD TABLE
Apply
Care of 'CHINA MAIL' Office,
Hongkong, August 5, 1904.

Intimations.

NOTICE.

I, J. W. HAMMOND, WILL NOT BE
RESPONSIBLE for any Debts con-
tracted by my Wife Mrs. ANITO HAM-
MOND.

J. W. HAMMOND,
Kowloon Gardens.
Hongkong, August 19, 1904.

BATH DORA

BATHODORA.

FOR the BATH. Highly Perfumed
with LAVENDER, CRAB APPLE,
or VIOLETS; leaving a most refreshing
feeling after using in the Bath.
Try a Bottle, and you will never be
without it.

BATHODORA, ... \$2 per Bottle.

FROM
THE PHARMACY,
56, Queen's Road Central,
Hongkong.

A. STEVENSON, Chemist,
Hongkong, August 17, 1904.

DR. RAUB'S

EFFERVESCENT SALT.

FOR the LIVER, and KIDNEYS, and
as a Purifier of the Blood, is un-
surpassed.
Dr. RAUB'S Effervescent Salt is only to
be had at the

PHARMACY,
(at \$1.50 per Bottle)
56, Queen's Road Central,
Hongkong.

A. STEVENSON, Chemist,
Hongkong, August 17, 1904.

THE POPULAR

SCOTCH

IS

BLACK & WHITE

THE KING

OF THE PRINCE OF WALES

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OF THE PRINCE OF WALES

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Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS' BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONG KONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONGAN, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HONGSHAN, 1,988 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.

Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 2,119 tons, Captain T. Hamlin.
s.s. SAIKAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 568 tons, Captain O. Butchart.

One of the above Steamers leaves Canton for Macao every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Macao for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE,
Agents CHINA NAVIGATION CO. LTD.

Canton-Wuchow Line.

s.s. SAIKAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 568 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE,
Agents CHINA NAVIGATION CO. LTD.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903.

DR. NEWELL WILSON.

DR. WILLIAM DANIEL.

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).

Hongkong February 18, 1904.

DR. HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.

41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.

Hongkong July 28, 1904.

THE KOWLOON HOTEL.

KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cul-
inary, Beautiful Garden.

MODERATE CHARGES.
J. W. OSEBURN,
Proprietor and Manager.

Hongkong, January 20, 1904.

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904.

'SINGER'

IS the Synonym for what is Best in
SEWING MACHINES.

SIMPLE—SPEEDY

SILENT—STRONG.

SHOWROOMS:
1, WYNDHAM STREET,
HONGKONG.

Hongkong, August 20, 1904.

THE KOWLOON HOTEL.

KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cul-
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MODERATE CHARGES.
J. W. OSEBURN,
Proprietor and Manager.

Hongkong, January 20, 1904.

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SIMPLE—SPEEDY

SILENT—STRONG.

SHOWROOMS:
1, WYNDHAM STREET,
HONGKONG.

Hongkong, August 20, 1904.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger', 'Demon', and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses. Packing
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.

Asbestos Packing, Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Vaux Road,
opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

FURNISHING DEPARTMENT.

IVORINE and CREAM LACE CURTAINS,
4, 5 & 5 Yards Long, from \$5.00 Per Pair.

NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS AND COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
from \$4.75 each.

NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.

LANE, CRAWFORD & CO.

MARINE MOTORS AND MOTOR LAUNCHES.

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.

A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

G. C. MOXON,
5, VICTORIA BUILDINGS, QUEEN'S ROAD.

1454

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate terms.

For Particulars, apply to
THE MANAGER.

Hongkong, August 1, 1904.

CARLTON HOUSE.

10, IOE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to
B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904.

LONDON HOUSE.

No. 11, BEACONSFIELD ARCADE.

MADAM HOY begs to announce to the Public that she has opened 'LONDON
HOUSE', with a fresh and carefully selected stock of Ladies' Trimmed Autumn
Hats in all the Latest Modes from London and Paris.

FLORIST'S SPECIALITY.
Lovely wreaths for Weddings, Beautiful New Ribbons, Feathers, Chiffons, Laces,
Large Assortment of Pretty Sailor Hats, Children's Hats; also Hat and Toilette Pins,
Coffee Coats, Neck Ties, Blouses, Shirts, White, Coloured and Washing Skirts,
Material and Silk Skirts, Dress Longhairs in French De Laine Mouseline and Cloth,
Cushions, Catharine Bags, Purses and Fancy Goods, Wavers and Curling Irons, etc.
A few pairs of sample Shoes, Ladies' Sunshades and Umbrellas, Napery, Real Christy
Bath Towels, Window Curtains, Bed-quilts, Blankets.

LATEST designs in double-forged Steel Carvers, Dinner, Dessert, Fish and Fruit Eaters.
Large sized double Fish Kettle, Large Frying Pan, Brass Door Bells.

GENUINE BARGAINS.
A few second hand articles, amongst which are—Singer Sewing Machine, Fire-
screen, Bedstead, Mattress, Bolster, Pillows and Mosquito Curtains, large sized Scotch
Carpet and Rug, a few Ladies' Dresses, Jackets, Caps and Furs.

You are sure to get bargains all the time at the London House. As our terms are
strictly cash, you are not paying for other people's bad debts.

YOUR KIND PATRONAGE IS RESPECTFULLY SOLICITED.

Hongkong, August 19, 1904.

THE

VICTORIA DISPENSARY.

Wine and Spirit Merchants.

WHISKIES:

Glencorby, Lochaber, Claymore.

Finest Old Scotch, Daniel Crawford's.

Bourbon, 'V. R. O.' Liqueur (square bottle).

Watson's 'E' Liqueur.

PRICES ON APPLICATION.

Business Notices.

SIXTY YEARS WORLD-WIDE REPUTATION. FOR QUALITY! PURITY! EXCELLENCE! Pronounced by the HIGHEST MEDICAL AUTHORITIES the most WONDERFUL PURIFIER OF THE HUMAN BLOOD.

WILKINSON'S SARSAPARILLA

The Most Reliable
Remedy for
TORDID LIVER,
DEBILITY,
WEAK & LAMING
FEELINGS.

EVIDENCE OF SUPERIORITY.
"We cannot speak too highly of it."—Lancet.
"It is a most valuable medicine, and may be called
the blood purifier of the age, for it is not only
the most effective in its action, but it is also the
most pleasant to take, and does not cause
any of the usual effects of other purgatives."
—The Lancet, 1893.

Sold by all Chemists and Storekeepers.

HONGKONG, DAKIN, CRUICKSHANK & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

Casks of 375 lbs net, \$5.00 per cask, ex Factory.

In bags of 250 lbs net, \$3.00 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,

AND

GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904.

HONGKONG HOTEL

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLE

Intimations.



BY ROYAL WARRANT TO HIS MAJESTY THE KING.

LEA & PERRINS' SAUCE

The Original and Genuine Worcestershire.

Ideal Milk



ENRICHED 20 PER CENT. WITH CREAM.

Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE FOR FRESH MILK.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN ORAYON

ALL KINDS OF WORK DONE FOR AMATEURS.

25 QUEEN'S ROAD CENTRAL.

ROWLAND'S KALYDOR

FOR THE SKIN and COMPLEXION.

Soothing, Healing, and Emollient in its effects; it removes Freckles, Tan, Redness, Roughness, and all Cutaneous Eruptions, produces a Softness and Delicacy of the Face, Neck, Hands and Arms, and imparts a Matchless Beauty to the Complexion unobtainable by any other means; warranted Harmless.

Bottles, 2/3 and 4/6, sold by Grocers, Chemists, and

Rowland's, 27, HATTON GARDEN, LONDON.

COLEMAN'S

WINCARNIS

A delicious beverage and tonic made from choice wines, Liebig's Extract of Meat, and Extract of Malt.

Over 6,000 Testimonials received from the

Medical Profession of the United Kingdom.

WINCARNIS has an unrivalled reputation of over twenty years

as the finest tonic and restorative in the world.

"An Ideal Pick-me-up."

Suitable for all Climates.

SOLE MANUFACTURERS: COLEMAN & CO., LTD., NORWICH, ENGLAND.

AGENTS:—HONGKONG—A. S. Watson & Co.; SHANGHAI—J. Lowelly &

Co., Medical Hall; JAPAN—A. Cameron & Co., Kobe; PENANG—Georgetown

Dispensary; BANGKOK—British Pharmacy; SINGAPORE—Maynard & Co. (Ld.).

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-4, open to all.

REGISTERED. DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its

reputation as the Best and

most reliable Phosphoric Cure for

Wheezing, Coughing, Shortness of

Breath, Nervous, Migraine, and Life

debility, Headache, Stomach and Liver

disorders, and all Functional and

Nervous Disorders, and is the only

Phosphoric Cure which has been

found to be so effective in the treatment of the above

diseases.

Beware of cheap imitations—None

should be taken without the British Government

Stamp with "Dr. Lalor's Phosphodyne"

London, England, engraved thereon, by order

of Her Majesty's Honorable Commissioners.

Thousands of unimpaired and

vigorous men from all parts of the World, and

from the highest Medical Authorities, in

other Phosphoric Preparations have

been distinguished by the

British Government.

HEALTH, STRENGTH & ENERGY

is sold in Bottles at 6d., 1s., and 1s. 6d. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,

HAMPSHIRE, LONDON, ENGLAND.

Agents in Hongkong—A. S. WATSON & Co.

Intimations.

BAD COMPLEXIONS

Dry Thin and Falling Hair and Red Rough Hands Prevented by

CUTICURA SOAP

MILLIONS use CUTICURA SOAP, assisted by CUTICURA OINTMENT, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and chafings, in the form of baths for annoying irritations and inflammations, or too free or offensive perspiration, in the form of washes, for ulcerative weaknesses, and for many sanative, antiseptic, cleansing purposes which readily suggest themselves to women, especially mothers, and for all the purposes of the toilet, bath, and nursery. CUTICURA SOAP combines delicate emollient properties derived from CUTICURA OINTMENT, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the best skin and complexion soap, and the best toilet and baby soap in the world.

COMPLETE EXTERNAL AND INTERNAL TREATMENT FOR EVERY HUMOUR,

Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales, and soften the thickened cuticle; CUTICURA OINTMENT, to instantly allay itching, inflammation, and irritation, and soothe and heal; and CUTICURA RESOLVENT PILLS, to cure and cleanse the blood. A SINGLE BATH is often sufficient to cure itching, disfiguring humours, eczema, rashes, and irritations, with loss of hair, when all else fails. Sold throughout the world. Australian Depot: H. Towns & Co., Sydney. British Depot: 27, 28, Charterhouse Sq., London. French Depot: 5 Rue de la Paix, Paris. Port of Spain Depot: 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

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SATURDAY, AUGUST 20, 1904

THE DEFICIENCIES OF THE
LATER BRITISH DESTROYERS.

Engineering produces a strong indictment against our new 25-knot destroyers, which are larger than the old ones, from 260 to 250 tons greater in displacement, being 540 to 550 tons. After the Cobra disaster, the Admiralty, yielding to popular clamour—supported by the voice of certain admirals who were not experts in naval architecture—determined to increase the strength of torpedo craft to a very considerable extent. Since then, however, and subsequent to the ordering of the larger vessels, a committee of experts have established that the earlier boats were quite satisfactory. The engine power of the new boats had to be higher to drive them, at their lower contract speed. In the older 30-knot design there was generally about 600 horse-power; in the newer vessels it is 7500. The armament in the larger and newer vessels is similar to that of the previous boats, so there is no increase in the offensive qualities. In regard to the important question of cost, five of the 30-knot boats could be obtained at a cost equal to that of four of the newer craft. At a cruising speed of 13 knots the 30-knot craft would consume 950 lb. of coal per hour, and the larger boat 1450 lb. of coal per hour. The 30-knot would therefore steam for 231 hours or about 200 miles, on her bunker coal; while the British vessel would be able to steam only for 184 hours, and cover not quite 200 miles. Thus a substantial advantage is possessed by the lighter vessel. In regard to stability the greater beam gives those boats a full measure of that quality; some say an unnecessary full measure, and that the boats would be easily sailed and more easy in a seaway, with a low freeboard height. At any rate the older and narrower vessels were not, so far as we have heard, deficient in this respect. We now come to the chief feature of the problem: the additional strength which has to be paid for at the rate of £15,000 in money, 4½ knots in speed, and 6 miles in radius of action. Beyond this again there must be an increase in the crew of six or eight men, if we allow the usual one man for each 250 horse-power additional. Engineering enters into details of scheming to show that the increase was not necessary. Moreover, the reports show the difficulty contractors had in fulfilling the various conditions laid upon them when making the comparatively modern speed of 9½ knots. If a flotilla of destroyers, such as have been doing yeoman service for Japan of late, were to be pitted against an equal number of our latest craft, there could be little doubt to which side victory would incline: a walk-over, supposing they had sea-room, and, of course, that the handling was equal. Before we acquiesce in this unpleasant state of affairs, we would like to ask how far the Cobra disaster, and the one or two other incidents denoting weakness in the structure of destroyers, warrant the position. The official inquiry on the Cobra disaster has, so far as we are aware, never been made public. It has been officially stated that it would not be to the public advantage that the facts should be made known. It is difficult to imagine in what way the public would suffer, but it is easy to name many ways of gain. In fact, the old official formula, as useful when some one has to be shielded, has again been used. We know, however, that the Cobra was "strengthened" before she was taken over, by having a large quantity of material worked in. She was confessedly a weak boat. It would be interesting to know whether the boilers were lifted, and if any of that strengthening material were worked into their part of the hull. If the structure were strengthened only in places, it would show additional stress for parts not strengthened; and this feature has been the source of weakness in boats that have already given trouble.

CLAPES B 41 PILLS are warranted to cure all acquired or constitutional Discharges from the Urinary Organs, Gravel and Pains in the back. Free from Mercury, Fat, and all impurities. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN MIDLAND CONTINENTAL DRUG COMPANY, LINCOLN, ENGLAND.

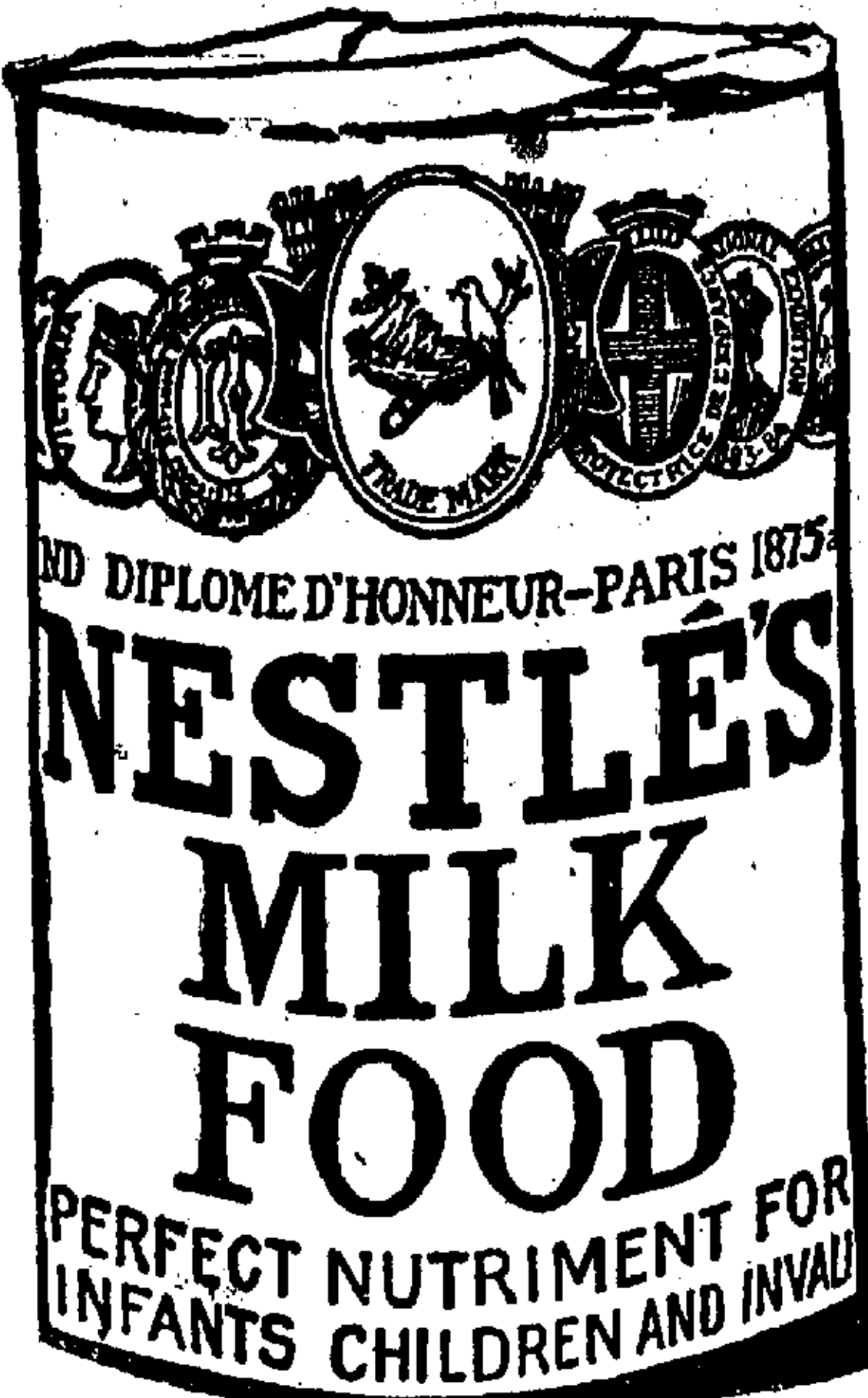
BOARD AND RESIDENCE ASTOR HOUSE. (Old Government House) 166, QUEEN'S ROAD EAST. Terms: £3 per Day—£60 per Month. Comfort of Visitors GUARANTEED. Apply on the Premises. Hongkong, August 9, 1904. 1467

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THREE Miles out on the Shau-ki-wan Road—Electric Trams pass the Doors every five minutes. The ONLY HOUSE on the Road. The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula. There is Accommodation for a few Boarders.

GOOD SEA BATHING. RECREATIONS SERVED OF THE FIRST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS. Prepared in First-class Style on the shortest notice. Dinner Parties and Picnics Catered for. **JAS. CHRISTIE, Proprietor and Manager.** Hongkong, August 13, 1904. 1885



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IMPERIAL AND ROYAL FAMILIES.
RECOMMENDED BY THE
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Perfect Beauty
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'DARTING' LANOLINE
No imitation can bear the 'Darting' No imitation can be called 'Darting'
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ENO'S A SIMPLE REMEDY FOR ALL 'FRUIT IMPURITIES OF THE BLOOD. SALT.'

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CAUTION: See Enos' name on their 'FRUIT SALT.' Without it you have a worthless imitation.
Prepared by J. C. ENO, ENO'S FRUIT SALT WORKS, LONDON, ENGL.
Sole by Chemists, &c., everywhere.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the OFFICES of the COMPANY, 22nd August, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st June 1904. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.
By Order of the Board of Directors,
THOS. L. ROE, Secretary.
Hongkong, July 30, 1904. 1394

HONGKONG JOCKEY CLUB.

A MEETING of Subscribers to the Subscription for GRASS LANE will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 p.m. Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date.
By Order,
T. F. HOUGH, Clerk of the Course.
Hongkong, August 16, 1904. 1502

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong & Kowloon Wharf & Godown Company, Limited, will be held at Messrs. JARDINE, MAXWELL & CO'S OFFICES, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the following resolutions will be proposed:—

Should the said resolutions be passed by the required majority they will be submitted for confirmation at a special meeting, which will be subsequently convened.
1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.
2. That such new shares be issued at a premium of \$30 per share and be offered to the holders of the Company on 1st October, 1904, in the proportion of one new share for every three shares held by them on 1st October 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.
Dated the 16th August, 1904.
By Order of the Board,
EDWARD OSBORNE, Secretary.
1497

BOARD AND RESIDENCE.

BARROW TERRACE, Kowloon. 3, Elegantly FURNISHED ROOMS. Apply on the premises, to Mrs. GRUNBERG. Hongkong, July 12, 1904. 1887

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on SATURDAY, the 27th AUGUST, 1904, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st June 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, inclusive.
By Order of the Board,
C. MOONEY, Secretary.
Hongkong, August 17, 1904. 1503

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10 PER CENT OR \$1.50 PER SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904. Shareholders are requested to apply to the OFFICE of the COMPANY for WARRANTS.
By Order of the Board of Directors,
T. ARNOLD, Secretary.
Hongkong, August 16, 1904. 1499

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AGENCIES. SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFRIES. MANILA: COMPANIA MARITIMA. YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Railways; the Imperial Railway, Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Nanzatsu and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905. Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushima Coals. The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this well known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, April 25, 1904. 777

REMOVAL OF THE ARTIFICIAL OBSTRUCTIONS IN THE CANTON RIVER.

ON BEHALF OF THE KWANGTUNG PROVINCIAL AUTHORITIES.

OFFERS in connection with the removal of the barriers in the Canton River, as specified hereunder, are hereby invited by the Undersigned.

1.—To remove sunken stones to the following estimated amounts: 2,500 cubic yards to a maximum depth of 18 feet at Low Water Spring Tides (Custom's Datum). 3,000 cubic yards to a maximum depth of 12 feet. 1,000 cubic yards to a maximum depth of 8 feet.

The removed stones to be the property of the Contractor. It is believed that the stones consist chiefly of granite and that they vary in size up to 5 cubic feet. The offer should be made in respect to granite and to 'other stone,' and the proportion of granite to other stone ascertained by a method to be mutually agreed upon.

The Offer should state the minimum number of divers to be employed and the months during which the work will proceed. 2.—To remove piles from the Cambridge (Yu Chu) and Whampoa (Li Tak) Barriers, the piles to be the property of the Contractor. Offers for the removal of stones and piles, as above, are required at once.

3.—To remove entirely the Wooden Bridge (Sha Lo Mei) Barrier, including all existing piles which are visible above Low Water. The whole of the material consisting of Piles, Timber, Bolts, etc., to be the property of the Contractor. The Offer should state a period for the completion of the work.

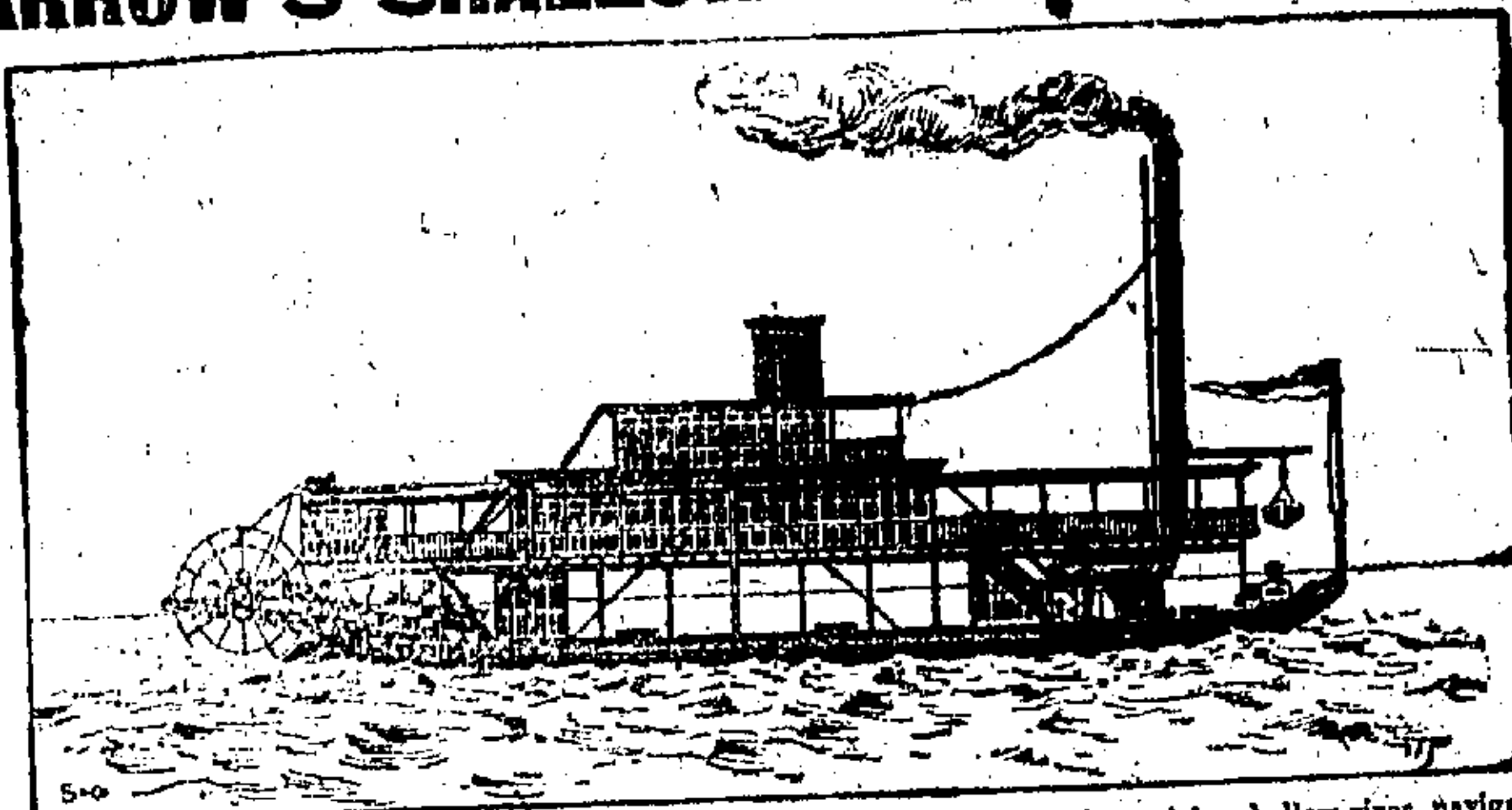
4.—To remove a portion of the central section of the Iron (Sha Lo Tih) Barrier as follows: The 24 single Screw Piles and connecting Girders of its northern end, and the adjoining 41 groups of Triple Screw Piles—these Piles to be entirely removed and (with all Chains, Bolts, Girders, Plates and other Gear belonging to the Structure) landed and stored on the adjacent shore at the Sha Lo Port Jetty.

The speedy performance of this work is specially desirable, and the period within which the work is undertaken to be completed will be an important factor in accepting an Offer.

Offers for the removal of the Iron and Bridge Barriers as above will be received until the 10th September. Prospective tenderers of offers are free to examine the barriers by divers, etc.

A satisfactory Bond for the due performance of the work will be required. Offers in reply to this advertisement should be addressed to the Barrier Office, Custom House, Canton. The right of accepting or rejecting any offer made hereunder is hereby expressly reserved.
R. DE LUCA, Acting Commissioner of Customs. Canton House, Canton, August 17, 1904. 1516

YARROW'S SHALLOW DRAFT STEAMERS.



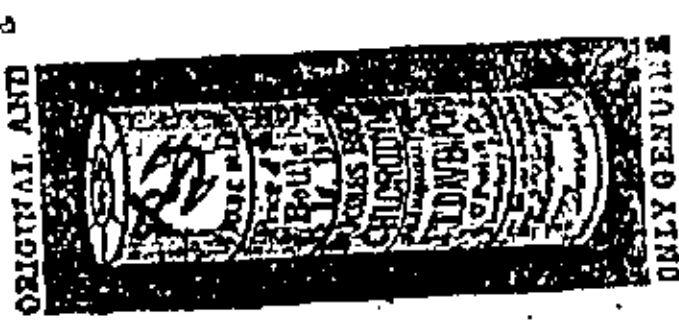
STEAMWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under the most difficult conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels, propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd. For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.
GROSSE & BLACKWELL'S BY SPECIAL WARRANT PURVEYORS TO H.M. THE KING. Celebrated Oilman's Stores

Dr. J. COLLIS BROWN'S CHLORODYNE (THE ORIGINAL AND ONLY GENUINE.)

COLDS, COUGHS,

ASTHMA, BRONCHITIS.



is admitted by the profession to be the most wonderful and valuable remedy ever discovered. is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma. acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms. is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for 'Dr. J. Collis Brown's Chlorodyne,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr. J. COLLIS BROWN'S CHLORODYNE' on the Government Stamp of each bottle. Sold in Bottles at 1/1½, 2/9, and 4/6 each. (Overwhelming Medical Testimony accompanies each bottle.) Sole Manufacturers: J. T. DAVENPORT, Limited, LONDON.

I RESTORE STRENGTH



Thousands of men are mere pigmies of what nature intended them, backward, over sensitive, fearing to venture, delicate, easily discouraged, short of breath, weak nerved, lacking the grit, the "sand" which is the possession of vigorous manhood. They need Electricity, which is animal vitality. It is the foundation of all vigor. It is the fuel to the engine which runs the human machine. Electricity, as I apply it, is a source of new life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor Restores the snap, the vim and vigor of youth. Any man who wears it can be a giant in mental and physical development. Men, are you weak, have you pains in the back, varicose veins, stomach, constipation, lumbago, rheumatism, enlarged prostate gland, or any of the results of early mistakes, excesses or overwork? My method of applying Electricity while you sleep at night will cure you. It fills the nerves with the fire of life. For twenty years I have studied Electricity as applied for the rebuilding of manly strength, and my method of treatment, now unbuilding and successful, is the result of my study and experience. Electricity is life to the weak parts and to the nerves of the body. They cannot live without it. Get back the power and make your self a man among men.

COME AND TEST IT—FREE—A free test will be given to all who can call at my office between 9 a.m. and 5.30 p.m. daily, Sunday 10 to 1. In this way I will convince you by my method of the treatment. I will convince you.

Write To-day for My Free Illustrated Book and Full Information. Dr. McLaughlin's book is published for free distribution to those interested in the development of vigorous health in old and young. It is profusely illustrated and describes my method of treatment and appliances. Sent sealed, free, on request. Send for it to-day. Out on this day.

Dr. M. A. McLaughlin Co., 70, QUEEN'S ROAD CENTRAL, HONGKONG. BRANCH: Corner of HANKING and KIA ROADS, SHANGHAI. OFFICE HOURS: 9 A.M. to 5 P.M.; SUNDAYS, 10 A.M. to 1 P.M.

SARAI ADDRESS: 'ACHEE' HONGKONG.
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.

No. 17,

QUEEN'S ROAD,
HONGKONG.Furniture
Dealers.DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE
ELECTRO-PLATED.GLASS and
CHINA WARE.PASTEUR'S MICROBE
PROOF FILTERS,
ROCHESTER LAMPS.WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.WM. POWELL,
LIMITED.

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DRESSMAKING

Latest

FRENCH,
ENGLISH,

and

AMERICAN
FASHIONS.

CUT, FIT,

and STYLE

GUARANTEED.

WM. POWELL, Ltd.

(The Centre of Fashion)

ALEXANDRA

BUILDINGS.



TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR.

Gold Label \$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label \$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-

SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR MONDAY.

Meetings.

Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at the Company's

Offices.

1 p.m.—Meeting of Hongkong Jockey

Club at Hongkong Hotel.

Auction.

3 p.m.—Auction of Crown Land at the

Public Works Department's Offices.

General Memoranda.

WEDNESDAY, August 24—

9.30 p.m.—Auction of Japanese Curios

and Silverware, &c., at Mr. Geo. Lam-

mert's Sales Rooms.

THURSDAY, August 25—

Noon—Auction of a Shipment of First

Class Hocks, at Mr. Geo. P. Lamert's

Sales Rooms.

Goods per *Audria* undelivered after the

date subject to rent.

SATURDAY, August 27—

Meeting of Hongkong Gymkhana Club

at Happy Valley.

Noon—Meeting of Hongkong Hotel Co.,

Ltd., at the Company's Hotel.

MONDAY, August 29—

5.30 p.m.—Meeting of Hongkong Civil

Service Cricket Club at Club Pavilion.

WEDNESDAY, August 31—

12.15—Meeting of Shareholders of The

Hongkong & Kowloon Wharf & God-

down Co., Ltd., at Messrs. Jardine,

Matheson & Company's Offices.

WEDNESDAY, September 28—

Transfer Books of A. S. Watson Co., Ltd.,

closed from this date to 8th October

inclusive.

A. S. WATSON & CO.,

LIMITED,

ESTABLISHED 1841.

THE

Hongkong

Dispensary,

ALEXANDRA

BUILDINGS

HAVE THE

FINEST SELECTION

OF

PERFUMERY.

SOAPS,

TOILET

REQUISITES.

&c., &c., &c.,

in the

EAST.

A. S. WATSON & Co. Limited.

The publication of this issue commenced

at 5.25 p.m.

The China Mail.

HONGKONG, SATURDAY, AUGUST 20, 1904.

In a recent issue we referred to the

manner in which China and Japan

accepted the well-meant efforts of

other nations to rouse them from the

stagnation of centuries, and lift from

their shoulders the incubus of a dead

civilization. We saw that, at the time,

China doggedly refused to accept the

proffered assistance. Advice grati-

tiously offered, is often contemptuously

discarded. Japan, however, will ac-

complish for China indirectly, what the

more direct attempts failed to do.

Could we to-day listen to the conver-

sation of the mandarins, in their

yamens, we should hear them discus-

sing with eager admiration, Japan's

present achievements. They are won-

dering at her efficient navy; her mer-

cantile marine; her railways and

electric trams; her new education;

and even her generous attitude to-

wards Christianity. Not only so, but

the business people of China, many of

whom have been in Japan, are full of

admiration at the pluck, determina-

tion, and deeds of their neighbours.

Whilst China with her countless mil-

lions is crouching in abject fear at the

approach of the White Bear, Japan is

driving him back to the frozen north,

and unless something unforeseen hap-

pens, will effectively do so.

It does not need, therefore, much

prescience to foretell that China will

become in the near future the willing

pupil of Japan, and learn from her

the things that make for her peace.

H. E. Chung Chih-tung urged China

to this seven years ago, when he pub-

lished his famous book. The larger

empire, having been taught the use-

fulness of her own armour, so to

speak, will buckle on that which Japan

will offer her, and so, indirectly, after

years of waiting, will be more or less

renovated by the same forces that

transformed Japan in a single genera-

tion. And then? What will happen?

That's the rub. A series of articles in

the *Daily Mail* published some time

ago, affirmed that there was a great

conspiracy among the Asiatics to drive

out the European, bag and baggage,

and retain the continent for them-

selves. These articles furnished inter-

esting and exciting reading. More

over, the world cannot quite forget the

grim phantom, called the 'Yellow

Peril,' which timid eyes have descried

hovering over the small foreign com-

munities of Europeans in China, wait-

ing to wipe them out. We do not

think that there is any need to tremble

over these gloomy vaticinations, even

when the Chinese have been roused

from their lethargy. Japan is warlike.

She has, however, shown great care

not to needlessly irritate the sensi-

bilities of other nations. She has come

to understand, like the other great

powers of Europe, that war is a costly

and terrible thing, only to be under-

taken when all other attempts to solve

an international problem have failed.

Moreover, Japan is possessed of the

commercial spirit, and knows the ad-

vantage of unrestricted trade. It may

safely be affirmed, therefore, that Japan,

who will have much to do in shaping

the destinies of China, will see that the

latter does not recklessly rush into

unnecessary war, or get embroiled in

irritating squabbles. Further, the

Chinese are neither by nature nor by

training 'warriors'; can this instinct

be radically changed or uprooted in a

generation? We think not.

On the other hand nothing but good

will accrue to the Chinese themselves,

and to all the other nations, who trade

and have other intercourse with them,

when they have put their own house in

order, and are then able to defend it.

The time will come, more rapidly per-

haps than we think, when the Chinese

will be ashamed of the murdering of

Italian bishops. This spirit Japan will

infuse into her just as she to-day pos-

sesses it herself. As soon as China is

powerful enough to defend her own ter-

ritories, and sensible enough to know

that other countries will respect her

when she is worthy of respect, the

world will be the happier, and more

prosperous. When she goes her own

privileges, and duties, and is power-

ful enough to secure the one, and pre-

serving enough to discharge the other,

then those who laboured amidst the

most depressing conditions—mission-

aries, merchants, and consuls—will re-

joice exceedingly, and will know that

they have not spent their strength for

nought.

LOCAL AND GENERAL.

Telegrams to the North.

Normal communication by the Eastern
Extension Company's cables to Foochow
and Shanghai was restored yesterday after-
noon.

French Deserters.

Two stowaways, Frenchmen, Coste
Ternier and Grouzet Francois, are confined
in the San Fernando street station, Manila,
on the request of the immigration division
of the custom house. They confess to
being deserters from the military station at
Saigon and came on the *Juno* lately arrived
from that port via Cebu. They will be
confined till such time as a ship leaves for
Saigon when they will be returned to that
port.

Japanese Beer.

We have received from Messrs. Cald-
beck, Macgregor and Company, the local
agents for the Osaka Beer Brewing Com-
pany, a very interesting publication
'Asahi No Honore' (Glories of the Rising
Sun). The production is artistically got up
in Japanese style, and contains 180 por-
traits of prominent navy and army offi-
cers, as well as a full page portrait of the
Japanese Emperor. The photo is pub-
lished as an advertisement for Asahi Beer.

Ratcatchers and Watchmen.

The feud between the Sanitary Board's
ratcatchers and the district watchmen was
adjudicated upon by Mr. H. H. Gong, Com-
missioner, at the Magistracy, after we went to
press yesterday afternoon. Nine of the
ratcatchers were fined \$10 each, and bound
over to keep the peace for three months in
the sum of \$25 each, and the four watch-
men, who were charged with stone throw-
ing, were ordered to pay a similar sum, while
the rest of the defendants were also bound
over to keep the peace.

Chinese Railway for Kwangtung.

Information has been received which
shows the beginning of a revival of Chinese
interest in the affairs of China, and of their
confidence in its commercial future. Chang
Hsin-nan, a wealthy Chinese merchant,
and former resident of Singapore, has just
succeeded in inducing a number of his
compatriots to subscribe the sum of
2,500,000 taels for the purpose of con-
structing a railway to be owned by Chinese
only, between Tachow and Swatow in the
Province of Kwangtung, for which he has
secured the necessary concession. — *Weekly
Commercial News*, San Francisco.

Band Programme.

The following is the programme of
music to be performed by the Band of the
110th Mahratta Lt. Infantry on the
Parade Ground, on Monday next, the 22nd
August 1904:—
March 'Triumphal' Robinson
Selection 'The Belle of New York' Kerker
Song 'The Light of the World' Adams
Selection 'The Shop Girl' Caryll
Valse 'Chero Amie' Musgrave
Selection 'South Medley' Cavallini
Dance 'Hungarian' Brahms
GOD SAVE THE KING.

The Real Thing.

Miss Ethel Barrymore tells the follow-
ing story of Sir Henry Irving, in whose
support she appeared when he produced
the play 'Peter the Great.' The incident
is related in *Lippincott's Magazine* (June):
It appears that at a rehearsal of the play
in question at the Lyceum Theatre, in
London, a wonderful climax had been
reached, which was to be heightened by the
effective use of the usual thunder and light-
ning. The stage-carpenter was given the
order. The words were spoken, and in-
stantly a noise which resembled a succession
of pistol-shots was heard off the wings.
'What on earth are you doing, men?'
shouted Sir Henry, rushing behind the
scenes. 'Do you call that thunder? It's
not a bit like it.' 'Awfully sorry, sir,'
responded the carpenter; 'but the fact is,
Sir, I couldn't hear you because of the
storm. That was real thunder, sir.'

The Telephone in War.

Scouting with the aid of the tele-
phone has become one of the features of
modern warfare and is now being made use
of by the Japanese, says *The Western
Electrician*. Two accounts proceed from
the lines toward the enemy; one, the observer,
is a skilled army officer who makes the ob-
servations, which are transmitted back to
headquarters through a telephone line paid
out from a reel carried by an electrician of
the signal corps. A ground return is used,
the ground being made by thrusting a
bayonet or hatchet into the earth and
attaching one end of the line to it. The
electrician carries a battery on his back.
He also makes the connections and does
the talking. A special conductor is used,
which will stand the rough usage. In this
manner a scout may be able to stay out
a long time and give valuable information
without being obliged to make a number
of hazardous trips to the front.CHANGE OF WATER often brings on
Diarrhoea. For this reason many
experienced travellers carry a bottle of
Chamberlain's Colic, Cholera and Diarrhoea
Remedy with them to be used in case of an
emergency. This preparation has no equal
as a cure for bowel complaints. It can be
obtained while on board the ship or
steamship, and that is where it is most
likely to be needed. Buy a bottle before
leaving home. Sold by All Dealers; War-
rington & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Mr. J. H. Kemp has been gazetted as
Deputy Registrar and Appraiser at the Su-
preme Court in succession of Mr. Seth, with
effect from August 1.

A notification appears in the Govern-

ment Gazette to the effect that no dog
brought from Shanghai will be permitted
to land in the Colony for a period of six
months from August 18.

Major C. L. Joling, R.A.M.C., has

been gazetted as a member of the Sanitary
Board instead of Major C. S. Sparks,
whose appointment was previously notified,
during the absence of Colonel W. E.
Webb, R.A.M.C.

The appointment of Mr. A. Seth as

Registrar of the Supreme Court, Official
Administrator, Official Trustee, and Regis-
trator of Companies, in succession of Mr.
J. W. N. Kyser, retired, with effect from
May 19, inclusive is gazetted in the current
issue of the Government Gazette.

A meeting of Justices of the Peace

will be held on Tuesday, August 30, to
consider an application from Annie Mol-
lisch for the transfer of her Publican's
License for the Criterion Hotel to George
Green, Louis Comar has again applied for
a license to retail intoxicating liquors at
the Main Hotel.

Regulations concerning theatrical per-

formances and fireworks displays appear in
the Government Gazette. No permits to
discharge fireworks shall be issued to other
than Chinese or for places occupied by other
than Chinese, and no permit shall be issued
for a procession unless the issue can be justified
by established precedent, or by consent of
the Governor.

Hongkong Christian Union.

The usual devotional meeting will be
held on Monday afternoon at 5.15 in the
Lecture room of the European Y.M.C.A.,
Alexandra Buildings, and will be conducted
by the Rev. W. E. Hipwell. All are
cordially invited.

Harlech Road.

The recently completed road, running
westward from Victoria Gap, along the
south shoulder of Victoria Peak and the
north shoulder of High West, has been
handed over to the Government as a public
road, and has been named Harlech Road.

Russians by the 'Humber.'

We are now given to understand that
preparations are being made to receive
sixty men on board the *Taman*, and not
only the four or five officers as we announced
last night. It is understood that the officer
of the *Rosini*, who wrestled with the
Japanese Lieutenant and subsequently fell
into the water, is amongst the number who
will arrive here.

Catching Both Sides.

William Redmond, M.P., once arose
to speak in the House of Commons, ac-
cording to the *Boston Evening Record*, and
there, came a question, hurled at him from
the right side of the house:
'Will you vote for this bill if it comes up?'
Mr. Redmond looked from one side of the
house to the other and slowly answered:
'I will.'
Immediately the right of the house burst
into a storm of applause. But Mr. Redmond
continued, as soon as he could be heard:
'—not—'
Then the storm came from the left side,
and as soon as it subsided for a moment he
completed what he started:
'—answer that question'
And perfect silence reigned on both sides.

AS USUALLY TREATED a sprain

will disable the injured person for
three or four weeks, but if Chamberlain's
Pain Balm is freely applied a complete cure
may be effected in a very few days. Pain
Balm also cures rheumatism, cuts, bruises
and burns. For sale by All Dealers;
WATKINS & CO., LTD., General Agents.

WEATHER REPORT.

The following notice is issued by the
Hongkong Observatory:—
On the 20th at 11.25 a.m. The baro-meter has risen slightly at all stations south
of Shanghai.A new typhoon in the Pacific East of the
Loochoo Islands was indicated yesterday
by observations arriving too late for our
remarks. It is probably situated now off
the S.W. coast of Japan and moving rather
rapidly northward.Gradients are very slight on the China
Coast and light variable winds with local
thunderstorms will be met with both in the
Formosa Channel and the China Sea.

Forecast:—Light variable winds, fair,

local thunderstorms.

N. B.—Information from Japan and the

Loochoos is again wanting.

THE GREAT SUCCESS of Chamber-
lain's Colic, Cholera and Diarrhoea
Remedy in the treatment of bowel com-
plaints has made it standard over the
greater part of the civilized world. For
sale by All Dealers; WATKINS & CO., LTD.,
General Agents.

THE RUSSO-JAPANESE WAR.

RUSSIAN GUNBOAT SUNK.

Strikes a Mine.

[JAPANESE OFFICIAL TELEGRAM.]

Tokyo, August 19.

According to a report from our watch

tower near Port Arthur a gun

BY WHARF AND WAVE.

WRECK OF THE 'AGINCOURT'.

Thrilling Story by the Captain.

Captain T. H. Worsnop, of the steamer *Agincourt*, which was blown on shore at Hainan Island, during the recent typhoon, arrived in Hongkong yesterday afternoon, with Mr. Newman Mumford, Lloyd's surveyor, who visited Hainan and surveyed the steamer on behalf of Messrs Gilman and Company, Lloyd's agents.

The Captain was seen this morning by a representative of the *China Mail*, and he supplied the following interesting narrative of the adventures that befell him.

The *Agincourt* was on her way from Nagasaki to Singapore and Calcutta in water ballast and 600 tons of bunker coal. The voyage was uneventful until August 1, when the vessel was about 100 miles East-South-East of Hainan Island, when she was struck by a typhoon, the glass falling very rapidly to the phenomenally low register of 27.50, and remaining at that for about an hour. The wind blew with terrific force, and for several hours such volumes of spray broke over the ship that it was impossible to see the foremast from the bridge. The wind blew with such force that it took the starboard ventilators and the hat, ches off, although the latter were spiked and lashed down. The ship was at this time driving down before the gale at the rate of between six and eight miles an hour. Shortly after midday the weather lulled for about twenty minutes, and I tried to get the ship round before the wind, but was unable to do so. The weather was so heavy that she would not answer to the helm. Then the wind sprang up again and with such force that it was impossible to stand on the deck without hanging on to something, and I was three times dashed across the bridge by the sheer force of the wind. The crew did their utmost to get about, but they were unable to do so right up to the time that the ship struck on the shore.

About 4 o'clock in the evening we sighted a rocky bluff right on the port side, and almost immediately afterwards the ship took the ground, and after bumping considerably was driven up on the beach almost high and dry. Although a very heavy sea was running we decided not to leave the ship before morning, and when daylight broke I saw the Island of Namking to the southward, and high rocky points all around, so that I marvelled how we had got in there, and was very thankful that we had not struck, for I am certain that if we had very few of us would have been left to tell the tale. I have never before, during the 25 years I have been at sea, experienced a gale anything like the one we went through.

In the morning, although the surf was still running very high, we managed to land, and I learned from the natives that there was a white man living a few miles away but could not ascertain exactly where. One of the natives offered to guide us to him and, accompanied by the Chinese boatswain, and the second officer and engineer, we set out in search of him. After tramping through flooded fields and crossing swollen streams, sometimes beyond our waists in water, we came to a large stream about 1 o'clock. There we found that the ferry boat had been washed away, so we were reluctantly compelled to retrace our steps to the ship. We were all worn out; so tired, indeed, were some of the party from the tramp and the exertions of the previous night and day, that when they sat down to take a rest it was with difficulty that they were kept from falling asleep. The last two miles the boatswain had to be almost carried by the natives.

On shore we found that great havoc had everywhere been wrought by the storm. Large numbers of brick houses having been levelled to the ground. The natives stated that it was the worst typhoon that had been experienced on the Island for many years.

The natives appeared to be friendly and willing to render assistance, and on returning to the ship I despatched one of them, who volunteered for the task, with a letter to the white man we had been in search of, who turned out to be the Rev. F. Gilman, of the American Presbyterian Mission.

The letter was delivered, and my message was forwarded on to the British Consul at Hoihow informing him of my position and asking him to send word to Hongkong. This, I learnt afterwards, he very kindly did. On Thursday, the 11th instant, having had no reply to my message, I chartered a junk and sent off the Chief and Second Officers and part of the crew in her to reach Hoihow and then come on to Hongkong. I have not heard of them since and am very anxious about their safety.

Before their departure we did all we could to get the ship off but met with no success. After the junk left the natives gathered round in great numbers, like vultures watching to secure their prey, and in consequence I sent to the Yamen of the district and asked for protection and the Mandarin sent me half a dozen soldiers and two Officers, and we were after that quite safe.

Saturday last Captain Bluns of the steamer *Stavia* put in as he was passing by and offered to render us any assistance he could, and greatly to my relief told me the news of the ship's position had reached

Hongkong. On the 10th instant the *Halcyon*, with Lloyd's Agent, put in an appearance and we all left for Hongkong in her, after having saved some of the fittings and the ship's papers, and handed her over to the protection of the Chinese authorities. The ship is at present making water, but hopes are entertained of salvage operations being successfully carried out.

The *Halcyon* reached Chutan anchorage, a small bay to the south of Hainan Island, on the 17th inst., having on board Mr. Mumford and staff, consisting of divers and engineers with an equipment of powerful pumps and other saving gear.

Immediately upon arrival a boat was launched to convey Mr. Mumford to the ill-fated *Agincourt* which was almost high and dry on a sandy beach in latitude 18° 39' 45" N, longitude 110° 18' 45" E, approximately, with her forehold nearly half-full of water.

Natives swarmed along the beach in great numbers, and appeared to be contemplating whether it would not be worth while—notwithstanding the presence of an armed Chinese guard—to run the gamut and loot the ship. At all events they kept a most vigilant watch upon the ship and it was consequently deemed prudent to strip the vessel of nearly all its fittings, such as compasses, wire, reels, etc., including all steam piping that could be got rid of in the engine room. All this movable gear was transhipped to the *Halcyon* by means of life boats, manned by the crew of the *Halcyon*. The recovery experienced much difficulty with the boats owing to a high south-easterly swell running, with a mountainous surf ashore, which, on three occasions, washed them high and dry on the beach. As they happened to be loaded with light gear, however, nearly everything was recovered, and the crews bravely manœuvred their boats again in a most determined manner and successfully got them off the beach but not without being tossed about like shuttlecocks in the air. Persistent effort ended in everything movable being taken to the *Halcyon*, and she sailed for Hongkong, arriving here yesterday evening.

The Captain, third officer and engineers of the *Agincourt* came here by the *Halcyon*, but the chief and second officers and crew sailed in a junk for Hoihow about a fortnight ago.

The *Agincourt* is a new steel steamer with iron decks fore and aft, and was only delivered from the builders last April. She was built at Hoihow, Newcastle-on-Tyne by the Northumberland Shipbuilding Co. at a cost of £500,000. Her registered tonnage was 2768.

The vessel is lying on the beach port side to the sea, her stern is five feet in the sand and her stern three feet. There is thirteen feet of water in the No. 1 and 2 holds. So far as can be ascertained the bottom is not very badly damaged, though there is a hole in No. 1 hold.

THE 'GAELIC' EVENTFUL VOYAGE.

Sport on Midway Islands.

In the Heart of the Typhoon.

The arrival of the O. and O. Company's *Gaelic* in the harbour, this morning, put at rest the fears expressed as to her safety. On the day the *Gaelic* left San Francisco telegraphic information was received to the effect that the Vladivostok Squadron was cruising round the coast of Japan, and that there was a certain amount of risk attached to the passage. To preclude the possibility of capture the *Gaelic* left with instructions to call at the Midway Islands, where she arrived on July 27 and remained until July 30, receiving constant cable advice as to the whereabouts of the Vladivostok Squadron.

The time was spent in various sports, the islands abounding in birds, black tern, in particular, being very numerous, so numerous in fact that parties landing had to carry sticks with them to drive the birds off, as they circled in the air and even went as far as attempting to settle on the shoulders of the men. The waters about the reefs are full of fish and on one occasion, remarked the Chief Officer of the *Gaelic*, seventeen of the passengers and officers, each with a line on which two hooks were attached, dropped their lines overboard. In less than three minutes each of the party had caught two fish, one on each hook. A large shark, weighing 450 lbs., being nine feet ten inches long, was caught. On dissecting the shark nothing out of the way was found inside. The shark had three full rows of teeth, which were pulled out and distributed throughout the ship, everyone being desirous of securing a token of the occasion. A chart of the islands was drawn by one of the officers and press copies taken of it; this was also distributed.

The total inhabitants of the Midway Islands usually number seven, all being members of the telegraph staff. At the present time, however, no less than ninety-two persons are living there. The old cable house is being demolished and in its place are being erected magnificent substantial buildings. A cold storage plant is in course of construction, which, it is hoped, will do away with the shortage of provisions sometimes experienced by the inhabitants. The only means by which provisions reach the Islands is by a Government transport, and last winter when the transport arrived it found that the telegraph staff had been on short commons for some time, and were then almost at the end of their supply. Water is easily procurable on the island, for, by digging about four to five feet down, excellent springs are met with. It was on the Midway Islands that the crew of the *Wandering Minster* landed in February 1887, and lived there for fourteen months. Birds formed their staple diet, and on one island, Sand Island, almost all the occupants fell ill with scurvy, while on Eastern Island, where the water appeared to be less pure than that of Sand Island, not a soul was attacked by the disease.

The post office at Sand Island is under the control of Mrs. Colley, the superintendent's wife, who cancels the stamps on the letters in her office by writing her name across the front of the stamp. This, states our informant, is unique, no other office in the world relying on such a method for the cancellation of the stamps.

After finding from the cable that the danger attending the trip from the Midways to Yokohama had subsided somewhat Captain Finch decided to leave and set off on July 30. Nothing of any moment occurred on the voyage to Yokohama, or from Yokohama to Shanghai, with the exception that on August 13, just before the *Gaelic* reached Shanghai, they saw in the distance, what appeared to be a Russian cruiser. She was a three-funnelled vessel, with a single mast at the third funnel, and she had one fighting top. They did not get within recognising distance, and, therefore, could not ascertain the name of the ship.

After leaving Shanghai the *Gaelic*, knowing the nature of the weather to be expected, and seeing indications of an approaching typhoon, went along slowly with the object of allowing the typhoon to pass out of their track. On the morning of August 15 the weather was threatening in appearance and a heavy rain squall was met with. The wind began to shift from side to side, blowing from E. N. E., then from E. S. E. and veering round to all the points of the compass. The barometer stood at 29.56 but was falling. As the day advanced the barometer continued to fall and at ten o'clock at night had gone down to 29.55. The wind was then coming from the East, and the vessel very confused, and seemed likely to be worse. The indications were that the ship was in for a very rough time, and subsequent happenings proved that the indications were correct. With the next two hours the barometer had fallen two points, while the wind was still jumping from point to point. Throughout the night the vessel tossed and rolled about incessantly, giving cause to the passengers for alarm. Most of them left their berths and went into the dining room smoke room, and library.

On the following morning the gale increased in fury, and fierce rain squalls swept the ship from bow to stern. Great masses of water broke over the side, sweeping right across the decks, but, almost miraculously, no damage was done to the ship or her fittings. The barometer registered 29.38 at six o'clock on the morning of August 16, and by noon it had dropped to 29.33. A mountainous sea was running, very choppy waves striking the ship from all directions, now sending her over to the starboard then over to port, while her bow was one moment towering high in the air, and the next buried deep in the dark green of the water. At midnight the barometer had gone down to 28.85, the wind had increased in force, and was very violent, terrific rain squalls descending from mountainous seas caused the ship to stagger with every stroke. On the following morning the wind shifted round to N. E. and brought with it showers of blinding rain. Although the *Gaelic* was riding the waves well, and gave all indications of being able to weather the storm, the passengers were somewhat concerned as to the ultimate result of the battle with the elements. They were nearing the centre of the typhoon, and in less than an hour they had entered the very vortex of the storm. Here was comparative safety, the wind decreased, but the sea continued to be very high. At 5 a.m. the barometer registered 29.02, the lowest reading yet registered.

The *Gaelic* got clear of the typhoon, but entered it again on the opposite side. However, they had been through the worst of it and with the rising of the barometer the feelings of security rose within the passengers' hearts. Although they received a considerable amount of tossing about the *Gaelic* left the zone of the typhoon, and soon was in better weather. The fight with the typhoon had delayed them considerably, but the vessel escaped 'scot free' not so much as a line being lost, as one of the officers put it.

The *Gaelic* had a very eventful voyage, full of incident from start to finish, but whether it was altogether enjoyed by the passengers is another matter. 'I'll never go for another voyage,' said one passenger, 'until I have to go back, and then I'll never leave the States.'

The *Gaelic* left San Francisco two days late, remained three days at the Midway Islands, lost two days coming from Shanghai and arrived here seven days late; the voyage having taken 33 days in place of the usual 23 days.

The collier *Mercedes* left this afternoon coal-laden for Weihaiwei to coal the British Fleet.

It is reported from Sasebo, that one of the Kaiping Colliery Company's steamers, which was recently captured by the Japanese, has been released by the Prize Court, after condemnation of part of the cargo.

During the voyage of the *Terrific* from England there was a great deal of sickness on board. Several of the sick men have been transferred to the Royal Naval Hospital here. The *Terrific*, as we stated yesterday, goes north this afternoon.

The China & Manila Co's steamer *Perla*, which left here a fortnight or so since for Japan, has been sold. It will be remembered that the *Perla* left here to be surveyed by a Japanese firm under offer of sale. The survey was satisfactory and the sale was completed yesterday and the *Perla* handed over to her new owners. The price realised was £10,000.

The S.S. *Halvard*, a vessel of some 1800 tons owned by a firm in Norway and trading between Shanghai and Manila with cattle, is said to be around near the former port. She was bound for Manila port at the time of the accident and has on board over four hundred head of cattle for Manila. Another steamer, the *Selin*, has been chartered to sail the cargo and was expected to arrive in Manila about last Wednesday or Thursday.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Half-Yearly Meeting.

The seventy-eighth ordinary half-yearly meeting of the Hongkong and Shanghai Banking Corporation was held at noon today at the City Hall.

Mr. A. J. Raymond was in the chair, and there were also present:—Mr. H. E. Tomkins, Hon. W. J. Gresson, E. Goetz, A. Haupt, H. Schubart, F. Shellin, Hon. R. Shawan, N. A. Siddons, E. S. Whallier, R. M. Smith, Hon. G. Stewart, H. N. Moody, E. T. Road, D. D. Gasser, J. C. Peter, W. A. Cruickshank, C. W. May, G. H. Medhurst, J. A. Jupp, C. J. Gonzalez, G. H. Potts, G. Murray Bain, T. R. Michael, J. V. Chingoy, A. R. Lowe, T. F. Hough, E. Kelly, E. S. Kadoorie, A. G. Wood, J. J. Leiria, J. Foreman, W. H. Gaskell, W. Lycaught, L. Berindeague and others.

The Secretary read the notice convening the meeting, and the Chairman read the report for 1904.

The Chairman then said:—Gentlemen, From the report that I have just read and which has been in your hands for some time you will see that your Directors have the pleasure to record another satisfactory half-year's working. Besides paying for the usual dividend of 30% per cent. we were able to recommend adding 5% to the Silver Reserve Fund, and writing off 10% of Bank Premises account; this being £1,492,554.31 to be carried forward to next half-year or about £75,000 in excess of the amount carried forward last time. Looking at the balance sheet there is nothing which calls for special comment apart from the ordinary fluctuations to be expected in dealing with such large totals, but as customary I will briefly compare some of the items with the figures in last report. Current accounts and F. Deposits in Gold show a slight falling off, while in Silver accounts there is a small increase. Bills Payable are down (in round figures) £5,000,000. As usual our note circulation is lower than in the December half year, but it is £1,775,194 over the corresponding period last year. On the other side cash is £4,000,000 higher, and £1,500,000 in hand and in transit less by £3,500,000. Sterling Reserve Fund Securities remain unchanged, but Consols Colonial and other Securities are reduced £2,000,000, while our holdings of Indian Government Rupee paper are practically the same. Bills discounted, Loans and Credits stand at £87,146,292.84 against £89,900,177.72 and Bills Receivable at £89,852,943.49 against £101,142,859.03. I am glad to say that our Branches all round have been able to show profitable results for the period under review. In China, where we are more immediately interested, we are passing through a time of depression in trade generally. There has been a falling off in Imports owing to the war, especially as regards staples; this applies more particularly to the Northern markets, but according to recent advices a considerable business has been done there in Cotton goods for spring delivery, which points to returning confidence on the part of the Native dealers. The Silk crop both in the North and South has been a comparatively small one, and the quality in some districts has not been quite up to the mark. This is doubtless due in large measure to unfavourable weather, but it is to be hoped that the Chinese will become more and more alive to the importance not only of main, taining but also of taking steps to improve the quality and increase the export of this valuable product, which is such a powerful factor in the foreign trade and finances of their country. As you are aware we took part in bringing out a new Japanese Government Loan for £10,000,000 last May. The Loan was issued in London and New York simultaneously and proved a great success. I may also here remark, though it does not come into the accounts now before you, that on behalf of the British and Chinese Corporation, we brought out last month a first issue of £2,250,000 part of a Loan for £3,250,000 by the Imperial Chinese Railways—Shanghai-Nanking Line—bearing interest at 5% per annum and carrying 80% surplus profits sharing certificates. The Loan was fully underwritten, and though the public were rather lukewarm in their support I am sure general satisfaction will be felt at this long-talked-of undertaking being at last fairly launched (applause). I trust it will be followed up other similar enterprises and lead to their receiving wider and more general support both at home and in China. Let us hope the next will be the Canton-Kowloon Line (applause). Again it is unfortunately necessary for me to refer to politics; when we last met, just after the outbreak of the present war, I assured you that the management was fully alive to the gravity of the situation. Since then the outlook can hardly be said to have greatly improved, indeed more than once it has assumed a most threatening form, but the most threatening of these storm clouds have blown over, but the uncertainty will prevail as the binding force of those rules of International Law which regulate the treatment of neutral ships by belligerents is creating a partial paralysis for enterprise and, in the most threatening of these storm clouds have blown over, but the uncertainty will prevail as the binding force of those rules of International Law which regulate the treatment of neutral ships by belligerents is creating a partial paralysis for enterprise and, in the most threatening of these storm clouds have blown over, but the uncertainty will prevail as the binding force of those rules of International Law which regulate the treatment of neutral ships by belligerents is creating a partial paralysis for enterprise and, in the most threatening of these storm clouds have blown over, but 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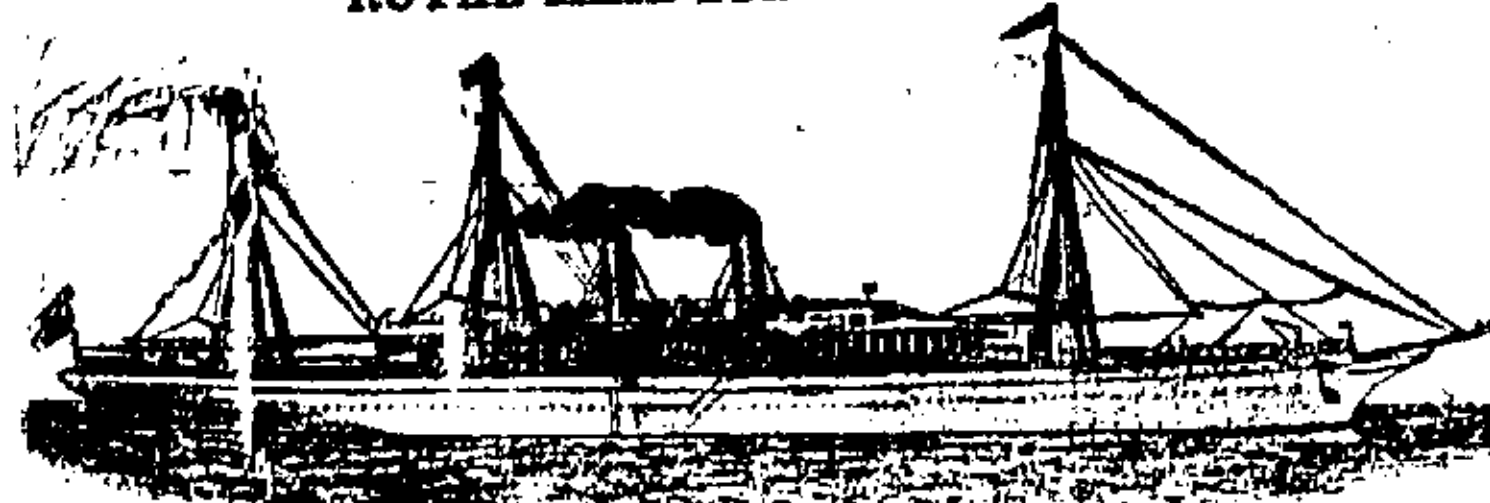
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI AND KOBE	Formosa	About 29th August	Freight and Passage.
SHANGHAI	Chionin	About 26th August	Freight and Passage.
LONDON, &c.	Coromandel	Noon, 27th August	See Special Advertisement
LONDON & ANTWERP, Via	Java	About 2nd September	Freight and Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, August 20, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY SPEED PUNCTUALITY.

Express Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots,
saving 5 to 7 Days across the Pacific.
(Subject to Alteration.)
R.M.S. EMPRESS OF INDIA 6,000 Tons—Wednesday, Aug. 24, 1904.
R.M.S. EMPRESS OF JAPAN 6,000 Tons—Wednesday, Sept. 21.
R.M.S. ATHENIAN 3,892 Tons—Wednesday, Oct. 12.
R.M.S. EMPRESS OF CHINA 6,000 Tons—Wednesday, Oct. 19.
R.M.S. TARTAR 4,425 Tons—Wednesday, Nov. 2.

Hongkong to London, 1st Class, via St. Lawrence, £60, via New York, £62.
Intermediate on Steamers, £40, £42.

THE magnificent 'EMPEROR' STEAMSHIP, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, August 10, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

TRAVEL FROM HONGKONG, via INLAND SEA OF JAPAN,
Most Rapid & Economical.
PORTLAND, OREGON,
NAVIGATION WITH THE

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4,483	BAUER	August 25, 1904.
ARAGONIA	5,198	SCHULTZ	Sept. 14, 1904.
NUMANTIA	4,370		Oct. 1904.
NICOMEDIA	4,370	WAGNER	Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, August 8, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, Via SWATOW AND AMOY,	M. STRUVE, Capt. T. BRANDT,	SUNDAY, 21st Aug., at 10 a.m.
ANPING, Via SWATOW AND AMOY,	TRITOS, Capt. H. KRAFT,	WEDNESDAY, Aug. 24, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	FRITHJOF, Capt. H. A. HANSEN,	SUNDAY, 28th Aug., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, August 16, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9,608	W. M. Smith	August 31.
TREMONT	9,608	T. W. Garlick	October 1.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,608 tons (Capt. T. W. Garlick) About 10th September.
S.S. SHAWMUT 9,608 tons (Capt. W. M. Smith) ...

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The Twin-screw a.s. Shawmut and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, August 16, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTWIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	TYRUS	26th August.
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELMACHUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PELUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYRUS	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	TELMACHUS	7th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TAMINGO	23rd August.
SWATOW, CHEFOO AND TIENTSIN	KASSO	26th August.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	CHANGSHA	13th September.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.
A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2,540	R. Rodger	Manila Direct	Aug. 27, at 11 a.m.
RUBI	2,540	R. W. Almond	Manila Direct	Sept. 10, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, August 20, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via TAKU or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	" J. W. MARTIN.
S.S. ORANLEY	...	" W. E. SYKES.
S.S. IKBAL	...	" A. JENNINGS.
S.S. ASOTI	...	" G. E. COX.
S.S. TWEEDDALE	...	" T. M. MILNE.
S.S. LOTHIAN	...	" J. G. WILLIAMSON.

The next departure will be the a.s. LOTHIAN, sailing from here on or about 5th
September, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN.
For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 19, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	Second half of August.	JAPAN, VIA SHANGHAI.	First half of Sept.
TJILATJAP	JAPAN.	Second half of August.	JAVA PORTS.	Second half of August.
TJIMAHIT	JAPAN.	First half of September.	JAVA PORTS.	First half of Sept.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.
For particulars of Freight and Passage, apply to the

HEAD AGENCY.

Java-China-Japan Lijn,

TELEPHONE No. 176.
HONGKONG, August 19, 1904.

Shipping.

AUSTRIAN
LLOYD'S
STEAMNAVIGATION
COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Company's Steamship
AUSTRIA,
Captain COLLEMAN, will leave for the
above places on SUNDAY, 21st Inst.,
at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Building,
Hongkong, August 15, 1904.

FOR KOBE.

THE Steamship
OCAMPO,
Captain G. G. GRAHAM, will be despatched
for Kobe on MONDAY, the 22nd Inst.
For Freight or Passage, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, August 18, 1904.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA
COLOMBO, PONDICHERY, CAL-
CUTTA, BOMBAY, ADEN, DUBOUTI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 23rd August, 1904,
at 1 p.m., the Company's Steam-
ship TOURANE, Captain GRABER,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, WITHOUT
TRANSHIPMENT.
This Steamer connects at Colombo with
the Australian Line a.s. demand Bill
bound for MARSEILLES via Bombay and
Aden.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal ports of Europe.
Shipping Orders will be granted till
Noon only on MONDAY, the 22nd August,
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.
Parcels are not to be sent on board;
they must be left at the Agency's Office.
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, August 10, 1904.

AUSTRIAN
LLOYD'S
STEAMNAVIGATION
COMPANY.

STEAM FOR
TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN SUEZ and
PORT SAID.

(Taking cargo at through rates to the
South Africa, Red Sea,
Black Sea, Levant, Venice and
Adriatic Ports.)

THE Company's Steamship
NIPPON,
Captain MISHIO, will be despatched as
above on WEDNESDAY, the 31st August,
at Noon.
For information as to Passage & Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Princes' Building,
Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EPSON,
Captain J. WHITE, will be despatched for
the above Port on or about SATURDAY,
the 3rd September.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, August 4, 1904.

'SHIRE' LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship
MERIONETHSHIRE,
Captain G. O. CUNY, will be despatched
for the above ports on or about WEDNES-
DAY, the 7th September.

This Steamer has Superior Accommo-
dation for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES CO.,
Agents.

Hongkong, August 11, 1904.

STEAMSHIP SERVICE TO NEW
YORK, VIA SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship
HUDSON,
will be despatched on or about THURSDAY,
the 18th September, 1904.

For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department.
Hongkong, August 12, 1904.

Shipping.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To Sail, 1904.

LOWTHER CASTLE ... About Aug. 22.

ATHOLL ... Sept. 20.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, August 20, 1904.

110

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
NAMSANG,
Captain G. O. CUNY, will be despatched as
above on MONDAY, the 22nd Inst., at
3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, August 16, 1904.

1494

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
ERNEST SIMONS,
Captain BOURDON, will be despatched for
the above ports on or about WEDNES-
DAY, the 24th Inst.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 17, 1904.

1610

BRITISH INDIA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.

THE Company's Steamship
PUNDIA,
Captain ... will be despatched
as above on THURSDAY, the 26th Inst.,
at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 18, 1904.

1614



STEAM FOR
STRAITS, OYELON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Capt.
G. M. MOSTROD, B.N.S., carrying His
Majesty's Mail, will be despatched from
this Port for BOMBAY, on SATURDAY,
the 27th August, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's a.s. Moldavia,
8,500 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Victoria, due in London on the 8th October,
1904.

Parcels will be received at this Office
until 4 p.m. the day before sailing.
The contents and value of all packages are
required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, August 23, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
BENVOLICH,
Captain THOMSON, will be despatched as
above on or about WEDNESDAY, the 7th
September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 15, 1904.

1495

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
EASTERN,
Captain ELLIS, will be despatched for
the above Ports on SATURDAY, the 17th
September, at Noon.

This well-known Steamer is especially
fitted for Passengers, and has a Refrigerat-
ing Chamber, which ensures the supply of
Fresh Provisions, Tea, &c., throughout the
voyage.

The Steamer is installed throughout with
the Electric Light.
A Stevedore and a duly qualified Sur-
geon are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, August 13, 1904.

1623

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship Austria,
having arrived, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, whoso delivery may
be obtained.
This Vessel brings cargo:—
From Levant ex a.s. Urania transhipped
at Port Said.
From Venice ex a.s. Venus transhipped
at Trieste.

From South Africa ex a.s. Bohemia trans-
hipped at Aden.
Optional Cargo will be discharged here
unless notice to the contrary be given
immediately.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of the
Undersigned before Noon, on the 25th
of August, or they will not be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 25th of August, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,

Estimations

Intimations.

NOTICE.

THE HONGKONG-MACAO LINE.

THE S.S. **CHU KIANG** will take the place of the s.s. **Wing Chai**, from **MONDAY**, the 15th Inst., until **SUNDAY** the 21st, on which both the Steamers will run **EXCURSION TRIPS TO MACAO.**
First-class Return Ticket \$3 only. **Pass**

passengers of the one steamer will be allowed to return by the other if so desired. The *Kiang Yang* will leave on that day at 7.30 a.m., and return at 3 p.m. The departure of the *Wang Chai* will be as usual.

MING ON & CO.

Hongkong, August 17, 1904. 1611

NOTICE TO MARINERS.

NOTICE IS HEREBY GIVEN that the Master of the British Steamer *LIN GAN*, reports having on the 2nd Inst., passed a FLOATING WRECK *LA* 32° 54' N., Long. 120° 44' E., and on the same day in lat. 32° 54' N., Long. 120° 38' E., he passed a Floating Mine with projecting Prongs.

A. HOLZ,
Harbour Master, do.

Swatow, August 12, 1904. 1490

JUST ESTABLISHED:
WING SUN & CO.,

No. 14, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs
C. S. GARDNER & CO.)

**High-class Tailors & Outfitters,
Shirt and Breeches Makers.**

FIT, Quality, Workmanship Guaranteed.
PRICES VERY MODERATE.

**NEW SHOWING:—New Lot of STRAW
HATS, Felt HATS, PANAMAS, UMBRELLAS,
WALKING STICKS, BOOTS and SHOES, &c.,
&c., &c.**

INSPECTION INVITED

TELEPHONE NO. 467.
Hongkong, August 4, 1904. 1429

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF
\$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. Watson & Co.,
Limited, do hereby call for the

the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares held by him in the New Issue. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation Limited, Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th

The present paid-up Capital of the Company is \$800,000, divided into 60,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$800,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Hongkong, Shanghai, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

**JOHN D. HUMPHREYS & SON,
General Managers.**

Hongkong, June 22, 1904. 1402

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOREPORE CO., LD.,
CALCUTTA.

Contractors to the Military and

**Public Works Departments,
State Railways, and all
Large Consumers
throughout India, the East,
and the Colonies.**

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address "LOXLEY", Hongkong.
Hongkong, July 22, 1903. 1519

NOTICE.

A H WONG, who was formerly in the
Employ of our Company as a **HAR-**
BOUR MAN has now been **DISMISSED**.
He has now nothing to do with our
Company.
Customers, who favour us with any
Orders, are requested to send to our Office
at No. 20, PRAYA EAST, WANCHAI.
TUNG TAI TREUNG KEE & CO.
Engineers and Sh. builders.
Wanchai.
Hongkong, July 23, 1904. 1877

6 & 7, ALBANY STREET, WANCHAI
HAVE FOR SALE:
DONKEY-BOILERS, STEAM WINDMILLS AND
 WINDLASSES, DYNAMOS AND ENGINES
 Hongkong, August 4, 1904. 143

ADVERTISEMENTS.

THE Attention of Advertisers is drawn
 to the Latest Hours for receiving
 Advertisements and Corrections to Advertisements:—
 Alterations and additions to Advertisements

ments on Pages 2, 3, 6 and 7, should
be sent to this Office not later than 11 a.m. N.Y.
Time. Advertisements should be sent in before
5 p.m.

G. M. HAIN
"CHINA MAIL" Office, May, 1964.

